The Marker Lamp

Volume 49 Number 3 Summer 2003

Photo by Jim Packer

John Lott, a member of the Lone Star Region for 52 years, displays his layout on the tour at the 2003 LSR convention in Lubbock. The layout has been moved from a separate room behind his home to his grandson's house and reassembled in a room built as a new home for it. John was honored by this year's HO and N-scale car, offered for sale at the convention. The hopper cars were designed to represent his layout and to honor his years of membership and service to the LSR. Both scales are available from Eunice Linda, the HO and N-scale Car Dispatcher. Contact her or check the LSR website for more information.

Lubbock was GREAT!

Get ready for HOUSTON 2004!

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The Official Publication of
The Lone Star Region of The
National Model
Railroad Association

Volume 49, Number 3 2003

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The editorial policy of **The Marker Lamp**, the official publication of **The Lone Star Region**, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility.

The Marker Lamp is published once each quarter by and for the members of **The Lone Star Region** of **The National Model Railroad Association**.

Articles appearing in **The Marker Lamp** are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of **The Lone Star Region** or **The National Model Railroad Association**.

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Correspondence relating to Pike Ads, Dealer Ads, Address Changes and requests for extra copies should be addressed to **Robert V. Muse 10148 Dentport, Dallas, Texas 75238-2104 (214) 349-6749**.

2003 Submission Deadlines & Advertising Closing Dates

Winter Issue.....January 15
Spring Issue.....April 15
Summer Issue.....July 15
Fall Issue.....**October 15**

Mailing Date:
Approx. 30 Days After Deadline.
Materials received after the deadline will be held for the next issue unless the author requests otherwise

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President's Message

by Jim Packer

Well, the end of summer is approaching and school is back in session. Summer travel is behind you, and cool weather is just a pleasant memory. If you have found it hard to settle into the train room and get comfortable at your workbench, things are looking up. Before long, you should be able to settle back into a railroader's routine! But as I type this, too many things are getting in the way. I have tree limbs to trim, when I would rather be working in air-conditioned comfort, installing 1:87 scale tree limbs. I have a lawn to mow, when I would rather be gluing green foam on plaster. Plus, I have places to go and things to see.

The Lone Star Region's annual convention was held in Lubbock the middle of June with about 125 registered in attendance. If you were there, I'm sure you share my gratitude to the Lubbock group for putting together another great convention in the face of rather trying circumstances (the hotel closure and the resulting last minute changes). The Holiday Inn in Lubbock turned out to be a nice facility, well equipped to handle a group such as ours, and the banquet meal was probably the best I have ever had at any banquet I have ever attended. If you weren't there, I encourage you to start now to make plans to attend the 2004 Convention in Houston June 10-13. The annual LSR Convention is the focal point of your LSR membership, and you deserve to be a part of it!

The national convention of the NMRA was held in Toronto in July, in spite of the threat of exposure to SARS. Although the World Health Organization declared Toronto to be safe, with minimal risk, the National Train Show had to be cancelled, due to the overwhelming number of exhibitors who withdrew from the show because of SARS, with the likelihood that many were also concerned about transporting their wares back and forth through US and Canadian Customs. We were there, as were quite a few other LSR members. It was a great convention, There were some wonderful layouts on the tours, and we attended a number of excellent clinics.

If you look over the LSR Call Board on the inside front cover, you will notice a number of changes. Jerry Schoenberg is the new Vice-President and Bob Muse has taken over the job of Secretary-Treasurer. Jim Howard is the new Division 1 Director and Don Kimmell is now Director of Division 7.

John Hawkins has taken over Jim Howard's job as events coordinator. John will appreciate your keeping him apprised of any scheduled events in your area/division. Bob Standley is the new Youth Chair and is looking for young people who show an interest in our hobby. Let him know if you have any prospects. Duane Richardson volunteered to take over as the Web Site Chair, and Rick White happily relinquished that position to him. As a result of that change, we are now the proud parents of a brand new LSR website. I encourage you to look at www.lonestarregion.com, or if you click on the old site, you will be directed to the new one. If you have anything to add to the site, contact Duane. He has a lot of good ideas for expanding and improving the site, and he will welcome your inputs.

Due to poor health, Larry Redmond asked to be relieved of his job as Convention Chair, and Bill McPherson accepted that job, while continuing to function as the Division 3 Director. This is a big job, and Bill will appreciate any help or cooperation you can offer. One of the actions taken at the LSR Board meeting in Lubbock was to return to the former rotation schedule among the major population centers of Texas, with an occasional additional city being able to take a year when they are able and willing to do so. It is the hope of the board that this stabilization of the process will enable local committees to plan further ahead and perhaps negotiate more favorable with local hotels and/or other convention sites. Bill was co-chairman of the excellent 2001 convention in the Dallas-Ft. Worth area, and I believe he has the experience, knowledge and dedication to work effectively to solve the problems that continue to plague us in the planning and organizing of the convention each year.

One significant action taken by the board was a rather extensive modification to the LSR By-Laws. In the face of the possible implementation of the new Long Range Plan of the NMRA which, among other things, requires that the NMRA collect all dues for the regions and prohibits dues collection by the regions or the divisions, it was necessary to re-word all references to "dues" and re-define them as "fees." The Long Range Plan will be voted on by all members of the NMRA sometime during the next several months. The board felt that we needed to have in place a policy for collecting the monies necessary to continue to operate, immediately if the LRP passes. This does not mean that we will be collecting more money from each of you. It only means that the NMRA may be collecting some of it in the form of dues, while the LSR will collect the rest as "fees" rather than "dues." A copy of the LSR By-Laws is available on the website.

I know that sounds a bit confusing, but hopefully it will become clear if it becomes necessary to make these changes as the result of a positive vote by the NMRA members. I encourage you to read the NMRA Bulletin's explanation of the proposed Long Range Plan over the next several months and be prepared to vote your opinion when you are asked. The future of our organization will be on the line when the vote is taken. I asked you to be prepared and vote!

None of this will put a structure or a tree or rolling stock on your layout, but it is important. But your layout is probably the most important thing of all to you, so get to work . . . . and have fun doing it.

LUBBOCK AND MORE

By Jerry Schoenberg

We had been looking forward to attending the LSR Lubbock convention for some time and were not disappointed. For those that missed this great convention, take the time to mark June 11-13, 2004, on next year's calendar for the Houston convention.

The ride from Carrollton to Lubbock was relaxing with good roads and little traffic. It was nice to be back in West Texas with lots of memories of my oil patch career. Of course, the opportunity to see a few trains along the way helped the scenery. On arrival, it was easy to forget the Sheraton Hotel as the convention transfer to the Holiday Inn was a plus and fulfilled one's needs quite well. The service was good, the meeting rooms well located, and the atrium was open and great for dining and socializing.

After a quick registration, we were off to our first layout Friday morning. The Lubbock Society of Model Railroad Engineers has put together a great layout in a short time. The track plan was well designed for operation, and I hope to get the opportunity to participate some time in the future. How lucky can you get? At the layout I saw a structure that I had to have, found it next door at the Wings and Things hobby shop, and then my wife said since it was Father's Day weekend, it would be a present. Bob Batson's N-scale Texas Central portrays all the skills of layout building and is also designed for operation. It is one of those layouts that the longer you look at it, the more details you see. Robert Mamlok, John Lott, Homer Morrow and David Lamberts also provided layouts for us to enjoy. I overheard Gil Freitag say that David Lamberts' Denver and Rio Grande Western was every bit as great as the famous Malcolm Furlow's layout with the exception that Dave's trains all ran well.

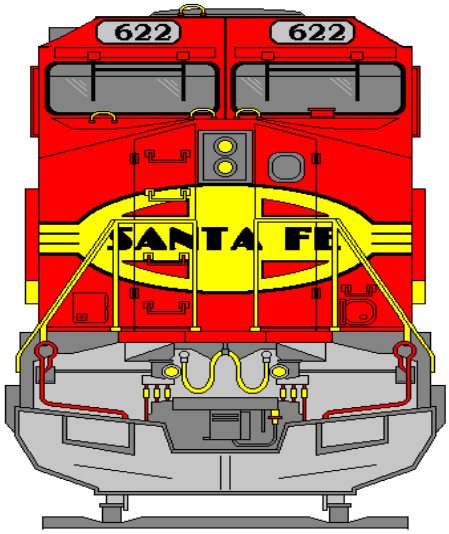
A side trip highlight was the American Wind Power Center. This museum was very well done with over 100 working windmills inside and out. These inventions, more than any other, helped to settle the West. I was amazed at the mechanical workings from wind governors to pump design. Friday night was a real treat. We were guests at the National Ranching Heritage Center on the Texas Tech campus. There were 36 restored West Texas buildings depicting the stages of cowboy and West Texas living from 1783 on. They did not have much model railroading back then, but real railroading and stock cars were displayed at the museum. We had a delicious BBQ dinner followed by entertainment by a cowboy poet/singer. He provided some great laughs. A rain storm during the night gave us cool weather for the weekend.

I sold some excess motive power at the silent auction and bought a few things also. I think a couple friends won the bid on my locomotives—sure hope they ran well for them! Eunice Linda, our Car Dispatcher, managed to sell me a commemorative car, from the Company Store, and my wife bought some raffle tickets that won a prize. There was no problem staying busy. There were 15 great clinics, and as usual, I learned some things that will be very helpful in my own model railroading efforts.

Another side trip highlight was the Silent Wings Museum located at the old airport terminal. Turns out, the glider pilots of WWII were trained in Lubbock. This museum is devoted to the history of glider training and combat. Actual gliders and artifacts, as well as, video and other media portray how brave these men were and the finality of releasing the tow line. The non-rail tour was in Slayton, Texas. There stands the refurbished exterior of the Slaton Harvey House and Depot. Restoration was started in 1990 and has raised more than $1,000,000 so far. The exterior is complete on this one time Santa Fe passenger depot and work is continuing to restore the inside to house a transportation center, railroad history museum and a bed and breakfast inn. For those that wanted to see the "real thing", prototype tours were provided.

The Saturday night banquet was certainly one of the better ones this member has attended. Following a social hour, dinner was served around a great steak. The chef was called out and given a round of applause. Our guest speaker was Richard K. Troxell, author of the new book, Texas Trains. The contest room had excellent entries, and the awards were presented after dinner. Door prizes, the Live Auction and bingo rounded out the evening. Sunday started off with a full breakfast and the annual Lone Star Region business meeting. The LSR is financially healthy and weathering the membership decline well and efforts to help the membership problem include NMRA Long Term Planning. Following the meeting, the convention was adjourned, and the members either started home or attended the annual LSR Board Meeting before hitting the highway.

Chairman Ron Kutch, Asst. Chairman and Treasurer David Lamberts and their team did a great job and provided us all with a memorable occasion. Model railroading is truly The World's Greatest Hobby and the more of us that enjoy it, the better it will be.



SUPERCHARGED CONTEST FOR 2004!

Usually contest information isn't published until Spring, but we've got some new and exciting changes that you'll want to know about while there's still plenty of time to plan and build your entries for the upcoming convention!

Item 1. **Kids and teens** – listen up! Next year we'll be presenting a brand-new award, the **LSR YOUTH AWARD**. This will be given to the highest scoring model contest entry by anyone age sixteen or younger. And I promise you, it'll be a VERY nice award! So now's the time to start working on that masterpiece!

Item 2. The **Arts & Crafts Theme Award**. Rather than the usual choice of a subject from the host city, for 2004 the theme will be the whole country! That's right –our subject will be **RED, WHITE & BLUE**! The Flag, the Washington Monument, Statue of Liberty, Mount Rushmore, and on and on - anything that symbolizes the USA will be eligible. This one's going to be fun!

Item 3. More emphasis on the **"EXHIBIT ONLY"** category. While I certainly don't want to discourage anyone from entering the contest, you may have something that you don't necessarily want to submit for judging. Well, bring it anyway! A finished model, a set of plans, or somewhere in between – everything's welcome! We all enjoy seeing what others are doing – after all, sharing ideas is one of the best things about this hobby. There'll be no entry forms to fill out, no nail-biting wait for the judging to be finished.

Item 3A. Here's a challenge for all you Achievement Program Masterbuilder certificate holders, and especially to all the **MMR's** in the region: **Bring a model to the convention next year!** It's your choice whether to put it in the judged contest or in the "EXHIBIT ONLY" category.

Item 4. We're going to have a **special contest** next year. Details will be forthcoming in the next issue of the Marker Lamp. (For a clue read the article titled "GREAT EVENTS" elsewhere in this issue.)

Achievement Program

According to Al Boos, MMR, our Achievement Program Chair congratulations go out to the following Lone Star Members for earning the following;

Model Railroad Author

Robert Bray - Benbrook, Texas
John Hawkins - Lewisville, Texas

For the rest of the members "put the pencil to the paper" and get your paperwork to Al. If you can't find a pencil, ask Al and he will give you one.

MASTERING MODELING
"FINISH AND LETTERING"

by Terry Mitchell, MMR with help from Tracy Mitchell, MMR

This installment of "Mastering Modeling" is concerned with the finish of your model. That doesn't necessarily mean how you complete your model or the last piece you add. Finish, in this case means the covering, and colouring (note the Canadian spelling) of your model. That includes the lettering as well as the paint or stain. Finish is really one of the most important aspects of model building. Finish is what people see when they look at your model, so it must "look right". The most finely constructed, most detailed, and most prototypically accurate model will still not be convincing without the proper finish.

Once again, in the contest room, there are five teams of judges, for the five categories on the contest form. The F&L team looks for how well the finish is applied to the model. That means: Is it smoothly applied?... Are the colour separation lines straight, or at least where they are supposed to be?... If decals are used, are they settled over the details, such as rivets?...Is the extra decal film hidden, or is it still visible?...Is the weathering applied in a prototypical manner?...Is the lettering straight and horizontal?... Are both sides lettered? (This is one of Dave Milton's tricks.) All of these things and more are checked by the F&L Judges.

There has been much discussion about whether or not weathering is necessary to score well in this category. All of our previous columns have stressed the importance of weathering. We still believe in the importance of weathering. However, it is absolutely not necessary to score well. One year at The LSR Convention in Houston, Jim Jackson won Best of Show with an inch and a half scale gondola. His model wasn't weathered. In fact, his model was absolutely pristine. A fine piece of furniture could not have had a better finish. However, nearly all the Best of Show models lately have had weathering.

Weathering applied realistically can enhance the details on your model. The key word is realistically. Much can be added to your model with appropriate weathering. One example is to apply dark grey to the top of a diesel locomotive to simulate exhaust. Another example is to add some light dust to the running gear of locomotives and rolling stock. Rust streaks down the side and roofs of cars, and even structures can add to your model's realism. The F&L judges are checking for the realistic weathering. They will count off if the weathering is not applied realistically. An important point to remember. Even locomotives when brand new, and leaving the factory with shiny, glossy paint jobs have some weathering. Their couplers and wheelsets are left unpainted and therefore will be rusty. There might also be a thin layer of dust on the flat surfaces from the factory.

The F&L judges are concerned with how smooth the finish is applied, or if it is intentionally left rough. The smooth case applies to a sleek, streamlined passenger car. Are there any noticeable blotches or ripples in the finish? There definitely should not be in this case. However, Terry once built a ½ inch scale MOW truck using a plastic car model of a "34" Ford as a

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Continued from page 5

starting point. He made his own rust powder from steel wool. The steel wool had been left outside for a year or more, then he crushed it into a fine powder. He sprinkled the powder at the same time he was painting the roof, hood and fenders of the speeder. This left a definitely textured finish that very convincingly made it look like the plastic model had indeed been a real truck that the crew pulled out of some farmer's pasture. In this case, the finish definitely shouldn't have been smooth.

There are even cases that a realistically painted model isn't necessary. Take for example the recent O Scale National Convention held in Dallas. At their contest was an immaculately built, brass, scratch-built steam locomotive including the drivers. Rather than paint it in the traditional black of most steam locomotives, the modeler chose to leave it as an unpainted brass and nickel silver finish. In this case, that choice would definitely count against his score in Conformity. However, his choice didn't hurt him at all in Finish and Lettering. His model was finished brass, and as such it was a beautiful piece. The finish was even and smooth. There were no visible blobs or file marks. If there was a reason to count off in the F&L category, it would have been because there wasn't any lettering of any kind.

The brass locomotive above raises an important point... Having a perfect finish is only part of Finish and Lettering. There is the other half, Lettering. There are many different ways to apply lettering to your model; decals, dry transfers, lettering by hand. All have pro's and con's.

Decal lettering is widely available, for nearly every prototype ever made. If there isn't a set for you, there are alphabet sets to piece together your own lettering. The drawback for decals is... there is always the extra film that must be hidden. There is a new advantage for decals. That is the ability to create your own using a computer and then printing your design on blank decal film. Then there becomes infinite possibilities for your decals. You are only limited by your imagination. (And your pocketbook!)

When it comes to scoring the lettering part of the F&L category, there is a hierarchy on which method scores the most points. Definitely, well done hand lettering will score the most points. I have seen photos from the fifties of Billboard Reefers that were all hand lettered. They were a work of art. Imagine, trying to use a pen and ink to hand write this paragraph, with all the little serifs and trying to keep your lines horizontal. It would be impossible for most and a formidable task for all but a few. Creating your own lettering would score higher than using decals or dry transfers.

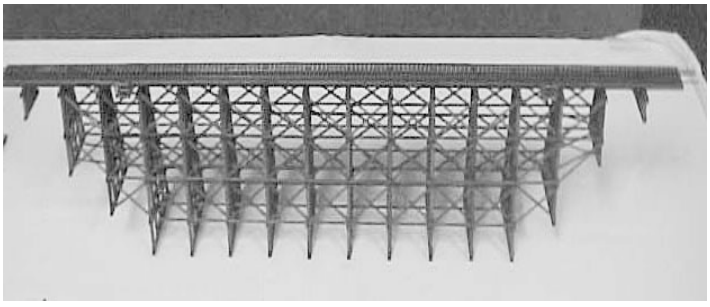
Notice in all the discussion, there hasn't been any mention of how the paint is applied, i.e. airbrushing, brushing, or even a paint roller. As far as the judging is concerned, it doesn't matter one over another. So long as there isn't any visible brush strokes or runs. The result is what counts in F&L. It stands to reason that for most people, spraying paint will give a smoother finish than brushing. However, is a smooth finish really necessary in every case? Take for example, the On3 Stockcar that Terry built. This is the one that won all the first places. It was built after a prototype that was painted with a brush. So Terry followed the prototype and used a brush for his finish. (He also used decals for the lettering.) Our philosophy has been to use the same media to apply paint or stain as the prototype would have used. Diesel locomotives are usually sprayed, so an airbrush is appropriate. Of course there are some special tricks to make plastic look like wood. But for the most part with us, metal surfaces are sprayed and wood surfaces are brushed.

There has been much written about the proper way to finish a model. This reflects the importance of how the finish "makes" the model. The finish is what is seen first. An unconvincing finish will detract from an otherwise perfect model. Don't let it happen to you.

How do you keep it from happening to you, use these simple steps. Practice applying paint on other pieces before you try it on that "Special" model. Trim as much decal film as you can before you apply the decals. Apply the lettering on a smooth model surface. Rough surfaces make's the decal go on harder. Use a decal setting solution to help the decals snuggle down into the model. When we apply decal setting solutions it is not uncommon for us to apply it at least 20 times on a model. Wooden models take even more. When you get a chance sometime look closely at one of our wooden models and you will see the lettering is even in the wood grain. Apply a coat of sealer to seal the decals and hide any excess film. We prefer Floquil Flat Finish. These simple rules will help you achieve a higher score and more importantly, a better finished model.
Back to modeling now.
TNT

More from the contest room

Above: Jim Packer's 1st place on-line structure. Complete with full interior detail.
Below: Charles Kirk excellent HO/HOn3 trestle.



Trustee's Report

By Jim Packer

As the new Lone Star Region Trustee, I attended my first NMRA Board of Trustee's meeting in Toronto July 10-12. Because of the SARS threat in Toronto, two or three of the trustees weren't there, but most were. It was a learning experience for me.

The NMRA membership faces some important decisions in the coming months. The new Long Range Plan (LRP), to be voted on by all members, will be described to you over the next several months by Allen Pollock, NMRA President, and then you will be asked to vote to approve or disapprove it. One of the first changes to the way the NMRA operates will have already become evident to you by the time you read this. The Bulletin has taken on an entirely new format. The new publication, intended to compete with commercial magazines, is called "Scale Rails" and will include the NMRA news "Bulletin" as a 4-5 page insert. Those who elect to become NMRA members without the magazine will receive just the "Bulletin" through mail or electronic distribution. We received a very good presentation from Terry Bacus, Jr., Bulletin/Scale Rails editor, and he presented an overview of the entire publication department. He has plans to upgrade the magazine with the possibility of eventually selling it over the counter in hobby shops, etc. to individuals, with the hope that perhaps it will serve as a recruiting tool to gain new NMRA members.

The LRP seeks to have all members automatically become members of the region and the division, as a part of their national membership. Initially, those who currently are not members of a region will be allowed to continue in that status as a "legacy" member, but new members will not be given that option. If the Long Range Plan is approved, there will be significant changes in the finances of the LSR. We will face some challenges, but I am sure in the end, we will get everything working smoothly again.

OFFICIAL MINUTES ANNUAL BOARD MEETING

June 15, 2003

President Jim Packer called the Lone Star Region Annual Board Meeting to order at 9:30 AM on June 15, 2003, at the Holiday Inn in Lubbock. Jim made a few comments regarding the importance of the meeting, the necessity for the participants to stay for the entire meeting and the importance of all volunteers to the success of the LSR.

Roll Call: The Secretary called the roll. Larry Redmond was unable to attend due to health reasons; also absent were Pearre Davenport and Marvin Ackermann. All other voting members were present in person or by proxy, and a quorum was met.

Jim Packer asked for additions or corrections to the 2002 Board Meeting minutes. Bob Bray recommended dispensing with the reading of the minutes and accepting the minutes as posted in The Marker Lamp, and Jim Long seconded the motion. Motion was approved by voice vote.

REPORTS

Jim Packer, President, passed out his report covering both the positions of President and Trustee. Jim stated that the topic of the NMRA and LSR Long Range Plan would be addressed under new business.

Jerry Schoenberg, out-going Secretary, provided an updated Board Directory and asked that all corrections be given to the new Secretary/Treasurer, Bob Muse. Jerry provided membership documentation showing 51 new members vs. 141 new members last year, and 138 derails vs. 147 derails last year. This gave us a net membership loss of 87 members vs. 6 members last year. An historical membership chart was also provided.

Jerry Schoenberg, out-going Treasurer, showed the history (during a six year period) of car income and expense. During the last year, we did increase our net worth through car sales, but we are still faced with a large inventory and a 6-year loss in our convention car efforts. Jerry provided documentation showing the improvement in The Marker Lamp printing and mailing costs following the attention given by member, Pearre Davenport. The combining of the General and Car checking accounts was explained, and treasurer audit reports, signed by 3 separate board members, were provided. Jerry explained that under the "single dues program" there continues to be LSR derails simply because the member does not realize his LSR dues have expired. Derail lists have been sent to the Divisions to help this problem.

Al Boos, Achievement Chair, provided a handout. Al stated that we have had almost twice the number of Master Model Railroaders in the past 15 years vs. the previous 45 years.

Loren Neufeld, Contest Chair, stated that activity seemed to be picking up in the last few years.

Eunice Linda, HO and N Scale Car Dispatcher, provided a report on car inventory. Eunice stated that we sold 54 HO cars and 9 N scale cars at the convention. We did sell 7 of the old inventoried cars.

John Hawkins, Events Coordinator-Elect, stated that he had communicated with the Board on his new position and planned to continue the past efforts.

Paul Richardson, Membership Chair, stated that he had hoped the listings sent to the Divisions would be more effective in reducing the derails.

Bill McPherson, Convention Chair, provided a report.

James Long, Historian, turned in a report.

John Linda, Nominating Chair, provided a report covering the nominating committee on the 2003 election.

Mark Schroeder, Photography Chair, stated he would provide pictures to Chuck Lind for The Marker Lamp.

Chuck Lind, Publications Chair, said that he had The Marker Lamp up to 24 pages and would like to keep it that way. He would like to have more articles from the membership. Jim Packer presented a Marker Lamp participation report card of the Division Directors.

Virginia Freitag, Non-Rail Chair, provided a report that thanked all the ladies that organized the "non-rail" program at the convention. Virginia promises a great program for the spouses at the Houston convention.

Duane Richardson, Web Page Chair, said he looked forward to creating a new web page, and all members present thanked Rick White for his past creative work.

Continued on next page

Division 1: Pearre Davenport, no report.
Division 2: Marvin Ackermann, no report.
Division 3: Bill McPherson turned in a report covering the division activities.
Division 4: Bob Alston turned in a report covering the division activities.
Division 5: Ron Kutch stated that the convention was his report.
Division 6: Fred Bock, no report.
Division 7: Charles Goodrich, no report.
Division 8: James Long turned in a report covering division activities.

OLD BUSINESS

The first item on the agenda was the order for the 2003 cars. President Packer explained that there was an official motion and procedure followed by e-mail to vote on the car order. All that voted were in favor of ordering the 100 HO and 100 N scale cars. Two did not vote. The motion passed, and the procedure provided by our By-laws was followed.

The 50th Anniversary pins were again discussed. Many of the pins provided to the membership broke, and the vendor replaced them. Even though time has passed, the Board still wanted the pins sent to the membership. Jim Long moved that the Region pay the postage for the pins, and the motion passed by voice vote following a second by Ron Kutch. Division 8 will arrange for the mailing of the pins.

The 2002 Convention final report was discussed covering the financial success and the procedures followed. There were 169 registered attendees. The report was distributed to those wishing one. A discussion followed.

A preliminary report of the 2003 report was provided by Dave Lamberts. There were 117 registered attendees, and it appears, at the early review, that the convention will be in the black. The registration cost to the members was reduced by an amount provided by the Region. A rebate received from the hotel at the 2001 Convention is being distributed to registrants of the 2003 and 2004 conventions and subsequent conventions, until all of the $3520.00 is refunded. The President and Board thanked Dave for his great help to Ron Kutch in making the convention a success.

NEW BUSINESS

Introduction of Officers, Directors, and Department Chairs:

The first item of new business was the introduction of officers and directors. Jim Packer continues as President and Trustee. Jerry Schoenberg is Vice-President and Bob Muse is the new Secretary-Treasurer.

James Howard replaces Pearre Davenport as the Division 1 Director, Bill McPherson is the Division 3 Director, Ron Kutch remains the Division 5 Director and Don Kimmell replaces Charles Goodrich as the Division 7 Director.

The functions of *Marker Lamp* Editor and Publisher have been combined and Charles Lind is in charge of that position.

Regarding the *Marker Lamp*, Pearre Davenport was able to save the LSR money by obtaining lower prices for mailing and printing. It was also determined that by putting the *Marker Lamp* in pre-addressed and stamped envelopes that they could provide more timely delivery and also protect the magazine better.

Other Changes: Bill McPherson is the new Convention Chair as well as serving as the Division 3 Director, John Hawkins is taking Jim Howard's position as the Events Coordinator, The Youth Chair is being filled by Bob Standley replacing Charlie Spangler who resigned, and Duane Richardson is the Web Page Chair replacing Rick White.

2003/2004 Budget

After introductions, Jerry Schoenberg submitted the 2003/2004 Budget and reported on the financial health of the organization.

Jerry's comments about the budget included the breakfast rebate from the 2001 convention, convention cars, savings on printing cost and the effects of changes in the NMRA dues structure.

He said he had created a break-even budget and noted that income was down because investment interest was less and declining membership. After review, a motion was made by Jim Howard and seconded by Bill McPherson that the Budget be approved. The Motion Passed.

Conventions:

Bill McPherson submitted a report and cost data on future conventions. The 2004 convention will be in Houston and the 2005 convention in Fort Worth.

Convention attendance as well as cost and staffing were discussed. It was suggested that conventions be held in conjunction with train shows and that we should avoid having a convention on Father's Day weekend.

Staffing a convention is a problem unless a convention is held in a larger city.

It was noted that only about 1/3 of the LSR members attend the conventions and that of those attending they are primarily male. The Lubbock convention had 117 attendees with 28 of those being spouses and 4 youngsters.

Bill stated that future conventions are facing competition from train shows and other local events which tend to reduce convention attendance.

Following are some of the comments about conventions:

At large divisions or cities like Longview, Baton Rouge, Waco, etc. have expressed Interest in having convention, but may not have the manpower to staff a convention.

Clinics, contests, and auctions could be handled by LSR with other tasks performed locally.

Loren Neufeld made a motion to return to the original 4-city rotation which includes Houston, Fort Worth, San Antonio, and Dallas, with an option to use other cities in the rotation. This was seconded by Ron Kutch. On a roll call vote the motion failed with 8 no's and 4 yes's

Bob Alston reworded the motion which was seconded by Jim Howard to return to a 4- city rotation including Houston, DFW area, San Antonio, and an optional City. By a roll call vote this motion passed with 9 yes's and 3 no's.

Ron Kutch raised the question of 3 day or 4 day conventions. Reference was made to a motion made the previous year which said that conventions were to be two days minimum starting at noon Friday and ending at noon Sunday with an optional 3rd and 4th day.

Jerry Schoenberg stated that the convention rebate to Lubbock was $1,296 with about $2,300 left for future conventions.

Jim Packer said that the rebate for next year's convention needed to be set. The rebate for the Lubbock convention was $12 per person.

Continued on next page

After discussion Bob Alston made the motion that for the Houston convention set the rebate at $8 per person. The motion was seconded by Bob Bray. The motion passed. Jim Packer then stated that the convention chairman could request a draw of $1000 to cover registrations.

Car Sales

The next item of business was car sales. The question is what do we do with our inventory? Bill Dryden suggested that we offer cars for sale on E-bay. If we do that, what do we do about pricing?

Eunice Linda commented that we had reached the breakeven point on all of our cars except for 3 different N-scale cars. The HO cars are ok.

Jim Packer summarized by saying that we had two decisions to make:

1. Do we want to use E-bay as an outlet for selling our cars?
2. If we do we should establish a minimum amount that we want to receive.

Bob Alston made the following motion since we had not received Bill Dryden's document. Moved that we table the discussion of E-bay sale of cars to the midyear Board meeting. Seconded by Jim Howard. The motion was tabled.

Eunice Linda suggested that a motion be made to sell the HO Casey Lines, Crescent City, Texas & African, and Waco, Austin & Bryan cars at $5 each. She suggested that the N-scale versions of those same cars be sold for $10 each. Jim Howard so moved and Bob Bray seconded. After discussion the motion was withdrawn.

Midyear Meeting

At this point, Jim Packer injected that the midyear meeting would be February 7, 2004 in Houston.

Jerry Schoenberg then made a motion that the Dispatcher should have the authority to price all cars over 2 years old at a value she deems appropriate to sell the cars. Jim Howard seconded the motion: The motion passed.

Eunice Linda was then asked to get with Duane Richardson and get the correct car prices in the new web site.

Houston Convention Car

Ron Kutch moved that the Houston Convention be allowed to have the option to select a HO convention car and produce 100 cars and a lesser quantity of N-scale cars. The motion was seconded by Loren Neufeld. After discussion which included the number of cars to be made in each scale, the control of car sales (local or LSR), and the sale of shirts, the motion failed.

Bob Muse made the motion that we produce 100 HO cars of a road name to be determined for the 2004 convention and no N-scale cars. After a second, discussion and vote, the motion carried.

Loren Neufeld said that Houston has selected Ed Quin, a former president of the LSR to be the subject of the convention car.

Awards Policy

Loren Neufeld wanted some clarification on named awards. The consensus of the contest committee was not to do special awards. Named awards should be for deceased members or sponsored awards.

Loren Neufeld made the motion that we accept any sponsored awards as long as the funding continued subject to LSR Board Acceptance. Jim Long seconded the motion. The motion carried.

Contest Forms

The next item of discussion was the contest form. The arguments for using the NMRA form in the place of the LSR form were presented. After discussion, Jim Long made the motion that we use the NMRA form in the place of the LSR form. After a second and the vote, the motion failed.

Loren Neufeld brought up the subject of how to handle entries by those younger than 19 years old. He made the motion that the LSR contest will include a youth award to be presented to the highest scoring award of someone 16 or younger and a minimum score of 50 points. Jerry Schoenberg seconded the motion. By vote, the motion passed.

Jim Packer requested that the LSR contest form be placed on the web site.

President's Report

Jim Packer then suggested that Long Range Plan of the NMRA be skipped over for this meeting and be discussed at a future meeting. He passed out a report which stated some of the problems and benefits of the plan. This plan would involve making NMRA members automatically members of the regional division. Initially it appears desirable because we would automatically gain members. Jerry Schoenberg says that there are 1030 NMRA members in our region but only 658 belong to the LSR. The problem is legacy members and other special categories of membership. The NMRA will collect the dues for all members. Under the current plan if the LSR collects the regional dues we get $6. If the NMRA collects the dues for both they send us $5 and keep $1. Under the new plan we would only get $3 per member. Under this condition we could not pay for the *Marker Lamp*. The *Marker Lamp* costs $5.28 per member.

Changes to By-Laws and Constitution

Jim Packer also offered a proposal to amend the Lone Star Region By-Laws. The primary change was to allow the region to collect fees to replace dues if the NMRA passes their dues plan.

Jim Long made a motion to accept the proposed amendments to the Lone Star Region By-Laws as printed. Ron Kutch seconded motion. The motion carried.

Jim Packer also passed out a copy of a potential Constitution problem. No action was taken on this. It was distributed for information.

Election Ballots

The next item of business was the election ballots. Jim Howard moved that the election ballots be destroyed. Bob Alston seconded. The motion carried.

Web Site

Duane Richardson requested that he be able to set up a web site. Previously Rick White used his personal site. Loren Neufeld made a motion that we pay $99 per year to transfer the web site from Rick White to Duane Richardson plus a $50 setup fee. Jim Howard seconded the motion. The motion carried.

Jim Packer then stated that there was not a Pop Loeffler award this year and questioned why? Jim Long was appointed to find out why there was not a Pop Loeffler award this year.

The final item of business was the motion to adjourn. After second and vote the motion carried. The meeting adjourned at 1:40 p.m.

NO MORE EXCUSES…..

By Robert F. Standley

Recently Jim and Lee Fitzgerald traveled to Japan and brought back a new idea in model railroading. Lee called it "T-trak" for "Trams, trains and table top" railroading. The concept calls foe a "module" only 12 1/8" long and 8" wide. The idea caught on like wildfire in Japan and has found a lot of interest in the US.

Since it was conceived originally in Japan, where N-Scale is predominant, the original standards have been dubbed "International Standards" and with some minor variations (to be called "US Standards") will be presented to the NMRA Technical Committee in Toronto for consideration.

Two modules (or dioramas) will be considered:

Small for use in N-Scale, Z-Scale and Nn3-Scale will call for a corner diorama to be 14 3/8" square and will have a two track main for standard gauge and a one track main in narrow gauge. The standard straight diorama will be only 12 3/8" wide and 8" deep, with an optional depth of up to 12".

Large for use in HO-Scale, Hon3-Scale, Sn3-Scale, On3-Scale and On30-Scale, will have a corner 24" square and will be 18" long and 12" deep, with an optional depth of up to 18". There will be a one track main, with an option for a second main line in HO-Scale.

The modules are designed to use self locking track sections and do not have legs. They can be set up on tables, shelved or your office credenza. Drawings will be available after Toronto to build these small modules, which we are calling "Diorama Modules" since they differ from the more traditional modules. A group of modelers has already started construction in Houston and plans call for these to be on display in Temple and at Gats-Houston in September, as well as GATS-Houston in January. At the LSR Convention in Houston, a full display will be set up, hopeful in both N and HO Scales. Rumor has it there may be a separate contest category for these Diorama Modules, if there are sufficient entries.

I'll have complete information in the next issue of the Marker Lamp. In the mean time, check out the T-Trak web site at t-trak.org for information on this new modeling idea.

Now what's that about "I don't have room for a layout?" There are no more excuses. Go ahead and build something.

Call for Candidates! Please!

I realize that we just finished one election but it is time to think about next years election. In 2004, the LSR will elect Division Directors for Divisions 2, 4, 6, 8 along with three (3) Directors At Large. If you wish to serve **your** Region, contact me for a biographical sheet or any other information you desire.

Please get on board early with your intent to allow your name to be placed on the ballot.

John C. Linda, Chairman
LSR Nominating Committee
3028 Cumberland Avenue
Waco, Texas 76707
254-754-5535
jlinda@hot.rr.com

GREAT EVENTS

Next year the city of Houston will host three great events: the Super Bowl, the Baseball All Star Game, and best of all, the 2004 LSR CONVENTION. If that sounds farfetched, just keep reading. The "GULF COAST EXPRESS" is NOT your typical LSR convention. It will be BIG, and it will start EARLY. There will be more layout and prototype tours than you can possibly see, more clinics than you can attend, and a covey of great hobby shops around town. There'll be a brand new and exciting modeling concept introduced (and you can participate), new features to perk up the old contest, along with regular attractions such as buying/selling at the auction, three feeding feasts, a return of the popular "operating" sessions on some great layouts around town, a full Non-Rail Program, and of course the opportunity to visit with old friends and make new ones. That's why this year registration starts Wednesday afternoon, with activities kicking off Wednesday evening. Thursday morning we'll be running "full steam" and continue to pour on the coal until the Sunday board meeting.

As for costs, that's the best news. Single or double room rates are only $65.00, and you staying on-site gets us all the meeting and display space in the hotel – at no additional cost. It also creates lower food costs and a resulting lower registration fee of $55.00. Out-of-towners staying elsewhere will pay a registration surcharge of $25.00. (*Fact: Conventions are primarily subsidized by convention hotel guests. Everyone attending will share in these benefits, so we're asking that everyone pay their fair share – hotel guest, or not.)* You'll be staying in a Holiday Inn, just remodeled, easy to get to, with two swimming pools, an exercise room, and an excellent restaurant.

So mark your calendars for June 9th - 13th and set up your 2004 vacation days. The next "Marker Lamp" issue will tell you how to reserve a room and where to send your registration. And we'll introduce you to "T-Trak". (Sneak preview: http://www.ttrak.org/ for "N" and "HO" scales alike.)

Cowcatcher Division 1

by Jim Howard

The Cowcatcher Division has seen a significant Director turnover the past several years. Yours truly is the latest. I hope to be around for some time and have several ideas in mind for the future that I hope will get this Division back to the times when there were regular meetings and activities that interested the members. The Cowcatcher Division has the honor of having the LSR President, Vice-President, and one at-large Director in the membership. With that kind of motivation good things should happen.

The most recent news regarding Division 1 was the 2003 convention in Lubbock. Unfortunately only a few of our members attended. All those that did make the trip thought Ron Kutch and his convention staff did a great job, especially considering the last minute problems with the hotel. The Holiday Inn that became the replacement couldn't have been nicer. When was the last time anyone can remember being served inch-thick sirloin steak at a banquet?

Several division members are also members of the OPSIG special interest group and travel in and out of state to operate on other modeler's layouts. V.P. Jerry Schoenberg has been to Oklahoma, Louisiana, and even Michigan to operate. He also likes to ride on the 12 inches to the foot gage. This past year he and wife Mary Lou rode the American Orient Express through Mexico's Copper Canyon. This was the second trip for them on the AOE as they had previously ridden it through Colorado and Utah. Jerry says it brings back memories of passenger service of the 40's and 50's.

Motions are in full swing for the upcoming 21st annual train show at LMRA railroad club October 11th and 12th. This show always brings out a large number of dealers and several modular layouts. As always the RR club layout will be in operation both days. All Division members are encouraged to pay a visit.

That is all the news for now. Until next time, "Keep-um on the Rails".

Bayou Division 2

by Marvin Ackermann

No Report received

North East Texas Division 3

by Bill McPherson

The lazy days of summer don't really pertain to model railroaders because some railroad activity is always waiting to be done. Maybe it is attending conventions or historical group meets or giving serious thought to building that garden railroad. Since you may have to work in the yard anyway, it might as well include something else you enjoy.

The North East Texas Division was well represented by 20 members who attended the 2003 LSR Convention in Lubbock. Several first, second, and third place ribbons were awarded to our division members in the modeling and craft contests. Paul and Duane Richardson conducted clinics. Some excellent layouts in the Lubbock area were on the tour, and plenty of prototype activities exist in the city and nearby towns. However, perhaps the best thing about our LSR conventions is the opportunity to visit with old friends whom we see only once a year.

Several members are hard at work on various NMRA Achievement Awards or the Golden Spike Award. Jerry Schoenberg could be our next Master Model Railroader. We recently had the pleasure of evaluating some excellent electrical work and scenery by Charles Kirk. John Hawkins has just finished the requirements for Author. Great works guys…..please keep it up !!!

Until next time, keep on tracking.

Cen-Tex Division 4

by Bob Alson, Jr.

If you missed the LSR convention, you blew it. Everyone had a great time. Ron Kutch and his crew pulled off a fantastic convention. The layouts were very nice. The prototype tours were awesome. (the BNSF yard tour was outstanding and our trainmaster guide was extremely knowledgeable) The banquet was the best I've ever had and the contests and auctions were good. All in all if you weren't there with **Rod Reames; Joanne** and **Kevin Belsley**; **Chuck Lind;** and **John** and **Eunice, Bradley** and **Matthew Linda** you just weren't having enough fun.

I want to bring up something that was brought up at the Board meeting. That being the NMRA's reorganization plan. Check it out at the NMRA website. It seems to have many elements in it that are **not** particularly beneficial to the LSR. I'd encourage you to check it out **before** the ballot comes out so you don't just rubber stamp approval to it. I'll be happy to privately discuss my concerns about it by e-mail or by phone.

The busy season is coming in regard to train shows in the division. Temple is having its show on Sept. 20 and 21. See the Coming Events section of the Marker Lamp for more info on it and the Austin Jamboree. The Jamboree will be held at the end

of October. Let's get out and support those people that make the effort to bring model railroading to our area.

I'm planning a division meet for Nov. 8, 1:00 PM in Temple at the Centra-MOD clubhouse in the Historic Moody Depot. Take Adams/Central exit off of I-35 and head east. Follow the signs to the Amtrak depot. The club is in the same parking lot as the depot and Museum. Hopefully Centra-MOD will have its HO layout operating and we may be able to conduct a small operating session. I'll also arrange to have a clinic or two. Of course the headquarters are located right on the BNSF track through the yard and there is always super photo opportunities and outstanding railfanning. I'll see you there.

Division 5

by Ronald Kutch

The Convention is Over!

Division 6

by Fred Bock

The 4th of July has just passed as I write this, and yet the Fall 2003 report is due in a few days. How time flies! I spent most of June traveling: two weeks in the Vienna (Austria) area on business, and a week just outside of Boston visiting my son.

The rail transportation system in Austria continues to amaze me; it is still possible to travel almost anywhere in the country by rail. The whole system is electrified (except, perhaps, for the steam-powered rack railway from Punchburg to the summit of Schneiberg mountain). This trip I noticed ultra-modern, double-decker push-pull intra-regional trainsets going in and out of Vienna: large, spacious, comfortable cars, with generous-sized windows for viewing the scenery - and bicycle racks on the lower level. The "traditional red" streetcars in Vienna are beginning to be replaced by modern rapid-transit light rail equipment of the type found in modern U.S. light-rail systems. With large windows, handicapped access, and easy entrance-exit, they are certainly an improvement (I trust); however, I will miss the quaint older red cars that for years were a hallmark of Vienna street railways.

In Bedford (just outside of Boston) there is an active program of Rails-to-Trails in progress. The local railroad historical group has received a grant for converting the railway stations in Bedford into a rail history center. The tiny commuter station has served as museum headquarters for several years. They provide trail maps and information, and have a variety of T-shirts, books, patches, and even Proto 1000 Budd RDC-3s (lettered Boston and Maine) are on sale. A real B&M RDC-3 has been moved next to the commuter station, mounted on about a 100' length of ballasted track. The parking lot is undergoing reconstruction and enlargement, and the freight station 100 yards down the track is scheduled for renovation. The former commuter rail line from Bedford to Boston has been converted to the Minuteman Trail (rails-to-trails), and receives heavy use from cyclists, in-line skaters, runners, and walkers. While the rails are gone, the bridges, whistle posts, flanger signs, signal foundations, and other right-of-way details are still visible. Several other hiker-biker trails depart from the station, including a former narrow-gauge right-of-way.

In Division 6, a couple of train shows are on the horizon, so mark your calendars.

First up is the **San Antonio Model Railroad Association** (SAMRA) first-ever summer train show. It will be held Saturday & Sunday, August 9th & 10th, at Crossroads Mall (corner of I-10 and Loop 410), San Antonio.

Then, on October 18th & 19th, the **Alamo Model Railroad Engineers** (AMRE) will hold it's 15th Annual Fall Train Show: Saturday - 9:00 a.m. to 4:00 p.m. and Sunday - 11:00 am to 4:00 p.m., at the Live Oak Civic Center, 8101 Pat Booker Road, Live Oak, Texas (I-35 and Loop 1604). Admission: $5.00/person, $8.00/family. For sales table reservations write:

Alamo Model Railroad Engineers
Texas Transportation Museum
11731 Wetmore Road
San Antonio, TX 78247
or call Harold Fleischer (210) 497-2532

National Model Railroad month is coming up in November. If you or your club have any plans to celebrate in a special way, please drop me a line, and I'll add it to next quarter's column. Hope you all are staying cool during this hot season! Happy Railroading!

Division 7

by Don Kimmell

This report will just cover the time frame since our annual convention, when I took office.

The Ark-La-Tex modular Club just finished their annual two-week show at the Shriners' Hospital for Crippled Children here in Shreveport. It is amazing to see the effect model railroads have on these children—also the adults. This hospital draws from Louisiana, Texas, Mississippi, Arkansas and Oklahoma. This was the sixth year for this event and it is open to the general public. The Doctors' state that having the model trains there does seem to shorten some patients' stay, and it puts everyone, including staff, in a great mood. This year there were some Shriners from all over the country, and we received invitations to come to other hospitals. (Hey Guys-this could be an opportunity for your modular club to do a local show—just contact your local Shriners' Hospital. The hours are long, but the rewards—the kids smiles are worth it!!).

The Kansas City Southern Historical Society is in the process of build two(2) "O" scale layouts in a boxcar for the KCS Holiday Express. The railroad (the Real one) is providing the boxcar and construction materials, the Society is providing the labor. A number of members have donated model kits, named for themselves, to be placed on the layouts. We hope to have two trains running on each layout throughout the Christmas Season. If you would like more info, contact me, or go the the KCSHS wedsite. The schedule for this years is on the KCSI.org website, then go to "family and friends",

then "Holiday Express Schedule". Who knows it may be coming to visit your town this year.

That is about all going on in the division that I know of. If any division members wish to contact me—prrdpkjr@msn.com

Texas Gulf Division 8

by Jim Long, MMR

This is a short and sweet report. The only activity other than the general meeting of the Division at the HALS (Houston Area Live Steamers) facilities in Zube park will be the first of many meetings to come for the planning of next year's LSR convention being hosted by Division 8. The kickoff meeting is scheduled for August 9th. As with all the Division activities, food must be served to get people to attend. This meeting is no exception as 'tube' steaks are on the menu.

FROM THE PAST (SUMMER 1978)

by Jim Long

President Mark Eskew announced that Jack Leming sent a letter of resignation as Editor of the Marker Lamp. Jack has held the position for 12 years. Mark also reported on the NMRA BOT/BOD meeting held in Indianapolis. Some of the items covered at the meeting were – the appointment of a committee chaired by Chuck Hitchcock to study site locations for the proposed home office/museum, The spouse of an NMRA Life Member shall be eligible for Life Membership for the sum of $50.00, Whit Towers' final Bulletin issue will be the August 1980 issue, and the NMRA mailing lists will be made available to commercial enterprises only after approval by a three person NMRA committee.

A sad note, Mrs. Lena Belle Loeffler died at the age of 82 in Houston on May 5, 1978, She is survived by here husband John E. (Pop) Loeffler, a son, J. Edward Loeffler, Jr., three grand children, and four great grand children.

The clinics scheduled for this years (1978) in San Antonio are:

Dr. Howard Van Auken: Building a multi-power pack and a few points about wiring a layout.
Dr. Frank Peacock: Along the UP right-of-way.
Jay Miller/Dick Roark: The fine art of painting and weathering models.
Bob Tong: Weathering plastic structures.
Dave Boleander: Trees, trees, and more trees.
Scot Couch: Rock molding Texas style!
Gil Freitag: Operations of the Stony Creek and Western Railroad.
Tom Stamy: Painting brass locomotives.
Greg Johnson: What you can do in N scale.
Keith Gutierrez: Special 2 hour scenery workshop.

The LSR personality presented this month is Dave Bolender of Lubbock. Dave is a "newcomer" to the LSR since he joined the LSR in 1975. Dave has his own HO scale layout-the Spruce and Elk River Railroad, a 12' by 14' layout depicting a small eastern short line based on West Virginia and Pennsylvania country at the turn of the century. Dave grew up in West Virginia and is currently an Assistant Professor if Anatomy at Texas Tech University School of Medicine.

Company Store

ITC Cars Available

Both HO and N Scale Ironhead Timber Company cars are now available for purchase. The ITC cars are honoring the late Bob Clarke of San Antonio. HO cars are $13.00 each (there are two numbers available 2001 and 2002). The latest cars honor John Lott and are available for $16.00 each in HO & N scale. Every layout needs some of these great looking cars.

Cars that are available:

	HO		N-Scale
Casey Lines	$7.00		$10.00
Crescent City Lines	$7.00		$12.00
Texas & African	$7.00		$10.00
Waco Austin & Bryan	$12.00		$12.00
Anniversary Car 1951	$12.00	per set	$45.00
Anniversary Cars 2001	OUT	per set	$45.00
ITC	$13.00	per set	$45.00
John Lott	$16.00		$16.00

Please add $4.00 for shipping

Check your layout and be sure you have one of each *special run* Region car. If not we can take care of the shortage post haste.

Eunice Linda, Dispatcher
3028 Cumberland
Waco, TX 76707-1219
254-754-5535
E-mail: jcbml@texasinternet.com

Some additional comments from Ken Caulking

Words of Wisdom:

Nothing is impossible for those who don't have to do it themselves!

Everything comes to those who wait - if they work while they wait!

Nicknames:

Houston, East & West Texas - Hell Either Way Taken
Southern Pacific - Sufferin' Pacific
Missouri Pacific - Moochin' Pacific
Union Pacific - Onion Pacific

Slanguage:

Rip Track - Track where minor repairs are made as compared to heavier repairs made in the car shops. Rip means Repair In Place, not rest in peace.

Deadhead - Passenger riding on a pass. Also a locomotive hauled "dead" in a train.

Off Line - A connecting railroad beyond the home road.

Home Road - The railroad we work for or operate on.

Brass Hat - In passenger service, the Conductor, Brakeman, Station Master, Gateman, and possibly others, wore a cap or hat with a brass plate in the front engraved with the title of their position. The term "Brass Hat" became an indication of someone in authority, or in charge.

LSR Convention Chairman's Report

by Bill McPherson, Chairman

After many years of dedicated and intensive service to the LSR, NMRA and model railroading, Larry Redmond is spending some well-earned time recuperating from some medical problems. I have assumed the responsibilities of the LSR Convention Chair.

2004 LSR Convention

Houston will host the next Lone Star Region convention from Thursday June 10 through Sunday 13, 2004. Don Bozman and Loren Neufeld will be the co-chairmen of this convention. The convention hotel will be the Holiday Inn located on the Southwest Freeway at the Beltway Tollway. The Houston folks are well on their way to make this convention a great one.

2005 LSR Convention

The 2005 convention will be held in the Fort Worth/ Dallas Metroplex. This convention is in its early planning stage, so more details will be available in future *Marker Lamps*.

Past Convention Situations

For many years from the first LSR convention in 1951 to the late 1980's, the LSR conventions were held on a rotating schedule in the four major Texas cities at that time: Houston, Dallas, San Antonio, and Fort Worth. Occasionally during that period conventions were held in other cities such as Austin and New Orleans. At the 25th Silver Anniversary LSR convention held in Dallas, 649 railroaders attended. That high attendance was common in those days at many conventions. Twenty-five years later at the 50th Golden Anniversary convention, held in the Dallas-Fort Worth Metroplex, the total attendance was 286. For the past five years the LSR convention attendance has been:

Year	Location	Rails	Non-Rails	Youths Total
1999	Houston	171	52	5 228
2000	Austin	121	57	4 182
2001	Dallas-Ft. Worth	226	50	10 286
2002	San Antonio	___	___	___ 169
2003	Lubbock	80	28	4 112

The significant column above is the "Rails" one. Out of a total NMRA registration of about 1,200 within the LSR area, about 650 are LSR members. However, only an average of 147 Rails has gone to the conventions in recent years. In the future it appears attendance at LSR conventions may continue to be low. A few of the reasons for this are:

1. Overall decreases in NMRA and LSR memberships,
2. Increased cost of attending LSR conventions,
3. Intense "competition" from many train shows, local meets, and railroad technical or historical societies all vying for the same discretionary income.

Several factors cause our LSR conventions to be expensive. For example, a large amount of single-purpose floor space is needed for several days for the clinics, silent auction, and contests. Many of the expenses, such as printing and postage for registration forms to the LSR membership or perhaps the entire NMRA membership in the Region, are about the same regardless of the number that actually attend.

Some of the impacts of lower attendance are that less hotel room nights will be filled (with possibly a large financial penalty being charged by the hotel for failing to meet the minimum room block) and lower banquet and breakfast revenue. The hotels will offset this decreased revenue by charging thousands of dollars more for the necessary meeting rooms, equipment, and meals. Thus, it may be much more difficult in the future to avoid losing money on a convention unless a sufficient number of members attend to pay the bills.

Future LSR Conventions

The most important issue now is what can be done to make our conventions so appealing that railroaders just cannot stay away. At the June 2003 Board of Directors meeting, there was considerable discussion about how this may be accomplished.

One way may be to return to the site rotation between the major cities. These cities are more centrally located to larger numbers of LSR/NMRA members, so it will be more convenient and possibly cheaper for them to attend. Equally important is that these larger cities will have more local LSR members to provide the necessary staff to put on a successful convention. The proposed convention rotation schedule for the next 8 years is:

2004	Houston
2005	Fort Worth/Dallas
2006	San Antonio
2007	Houston
2008	Dallas/Fort Worth
2009	San Antonio
2010	Houston
2011	Fort Worth/Dallas

As in the past, cities other than the ones listed above may develop convention proposals and provide us welcomed opportunities to enjoy railroading in other areas of our region. These other cities could be interspersed anytime within the above rotation schedule.

The annual conventions are, arguably, the most important feature of the LSR. Therefore, new ideas — perhaps radically different from the past — and intensified efforts are essential to assure that future LSR conventions will provide the interesting incentives of clinics, layouts, tours, contests, auctions, and anything else that will cause many more railroaders to join our organizations and become participants in our conventions and other activities. Our foremost challenge is to make these happen.

I sincerely welcome your ideas and comments. Please call me at (972) 463-9721 or send an email to tpbill@attglobal.net.

We have a new home on the web…
lonestarregion.com

My name is Duane Richardson and I am the new LSR Web Chair. I would like to begin by thanking Rick White for not only all the work he has put into our site over the years but for hosting the site as well.

For those of you who haven't seen the new website we now have a whole new home on the web at http://www.lonestarregion.com

Now, as I stated earlier, "This is OUR website." With that in mind, and with the additional web space that we have, you can become a part of our website. On the new site we will have all the features we had in the past. As always we will have a convention section where you will find information on not only the annual LSR convention but you will also find information about each division's activities AND the national convention as well. Are you new to the LSR and don't know who your division director is? We will have a page with the names and photos of each of the officers in the LSR. Currently on the website we have a section for each division within the LSR. I will be contacting the various division directors in the coming weeks to talk about the content of the pages for their area. If you are web savvy and would like to work on your divisions page please contact your division director and myself and we would be more than happy to have your help.

We also have several new features on the site. For example…if you want to print off the contest forms and fill them out before coming to next year's convention we will have them. If you want to run for an office we will have the forms available online. Do you have a website dedicated to your layout? Send us the link and share it with the rest of the LSR. You don't have a website but you have photos of your work to share? E-mail your photos to me and we will build a new section to post them. Have you taught a clinic in the past? I saw this posted on a website somewhere, "Each one, Teach one."…So e-mail the contents of your handouts to me and I'll post those in a clinics section. We have an incredible number of very talented modelers in our region that can pass on some very useful tips and tricks. This might be a place to find the answer to many of your questions. Within the clinics section there will be a section for just tips and tricks. Have you discovered a new way of doing something but it's not enough to be an entire clinic? Just send an e-mail to me and I'll post it in the Tips & Tricks section. There are many basic things that many of you have known for years that the new comers to our hobby don't know…send them in. Remember, if you have an article posted on the website that is of sufficient length it will count as points towards your Master Model Railroad – Author certificate.

So as the site continues to grow I encourage each of you to take advantage of all the new features. I also encourage you to help by contributing your photos and clinics. The website, like the NMRA, is a lot like life…what you get out of it depends on what you put into it.

View from the Spar Pole

By Chuck Lind, MMR

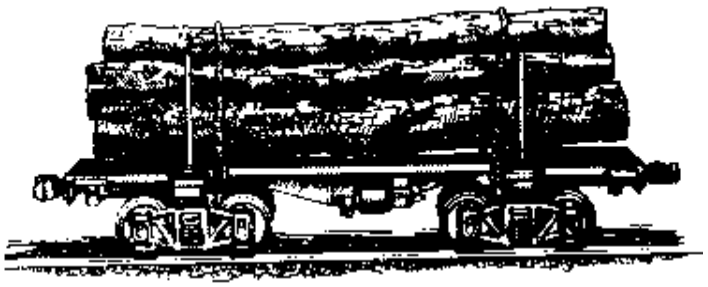
June was indeed a very busy railroad month for me. It started with a quick trip to Houston where Tracy Mitchell and I presented our Long Leaf clinic at the N Scale National Convention. While we were there we were able to look at some of the great looking modules and make our way through the vendor room. Finding a new glue that glues delrin was my find of the day, remember I said, "Attend conventions you can learn from all of them."

From Houston, it was on to Dallas for the National O Scale Convention. While the attendance was not the highest, the quality of the models in the contest room was the best that anyone can remember in many years. I would like to personally than Gerald Schoenberg for presenting his clinic on building control panels and Jim Packer who came on short notice to do a clinic on scenery. The convention closed on Wednesday night with a prime rib dinner and a 20-piece big band that played until midnight, how many conventions have you been to that ended like that.

Thursday found me making my way toward Lubbock for the LSR Convention. I took my time and did some railfaning along the way. The convention in Lubbock was great. I won't go into details about it since Gerald has an article covering the convention in this issue of the Marker Lamp. While all the traveling was tough, I met many old friends and made several new ones. The biggest advantage was that it brought me home recharged. Now I am back in the train room working even thought at the time it is moving some boxes that somehow got stored it the railroad room. But the projects have started again and trackwork has picked up again. I feel that's what is great about conventions. They get your batteries recharged. With the batteries going again I am starting a few new projects, and trying some new building ideas that I learned while attending the conventions.

If all goes well in the layout room' hopefully I will have enough done to open my layout for visitors for those driving to Houston for the 2004 LSR Convention when it will be time to recharge again.

Remember I am **always** looking for articles and they will get published quickly for those of you working on Author in the achievement program.



The Contests In Lubbock

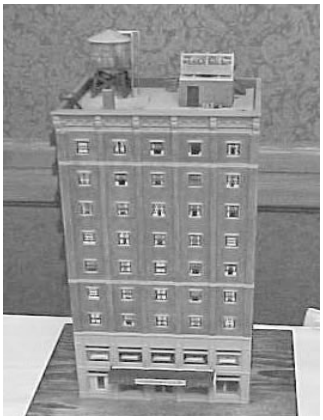
Though there were only 118 registrants at the Lubbock convention this year, participation in the contests was surprisingly good. We had thirty-one models entered, along with ten photos, two Stamp entries and seven Arts & Crafts. My thanks to all the volunteers who helped keep the contest room running, and especially to everyone who brought an entry. You're the ones who make the contest an exciting part of every convention.

Entries were especially good in On-Line and Off-Line Structures, but oddly enough, for the first time in my memory there were absolutely no motive power entries of any kind. Not even in the Complete Train category. Something to keep in mind for next year!
And this year's winners are:

Models

Freight Cars
1. Jim Packer–Hopper Car with Coal Load
2. David Davis–DG&H Howe Truss Boxcar
3. Don Kimmell–KCS Flatcar "Louisiana Duck Hunter's Special"

Cabooses
1. David Lamberts – D&RGW 25' Caboose



Best of Show
Jim Packer – Miniville Hotel

Architectural Award
Jim Packer – Miniville Hotel

Off-Line Structures
1. Jim Packer – Miniville Hotel
2. Larry Buchanan – Mrs. O'Malley's Boarding House
3. David Davis – Santa Clara Oil Co.

On-Line Structures
1. Jim Packer – Brick Signal Tower
2. Jim Packer – Cedar Shingled Water Tank
3. Jim Packer – Corrugated Roof Water Tank

Bridges & Trestles
1. Charles Kirk – HO/Hon3 Trestle

Most Popular Model & Tree Award
Chuck Lind – Logging Camp Display

Displays
1. Chuck Lind – Logging Camp
2. Duane Richardson – Haste Bros. Glue Works
3. David Davis – Point of Rocks Passenger Station

Photos

Model Photographs, Color
1. Chuck Lind – "Tractor Repairing"
2. Chuck Lind – "Logging Camp"
3. James Mims – "September in Colorado"

Prototype Photos – Color
1. Chuck Lind – "Leaving Chama"
2. Chuck Lind – "Making the Turn"
3. Mark Schroeder – "Into Town at Sundown"

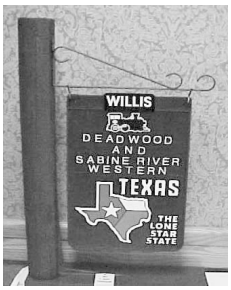
Stamps

1. Mikey Mamlok – "The Race is On!"
2. Robert Alston – "Framed Assorted Stamps"

Arts & Crafts

Arts & Crafts, Railroadiana
1. Julia Davis – Railroad Print Top & Shorts
2. Diane Tolley – A Christmas Welcome Wreath
3. Patricia Willis – D&SRW Layout Sign

Arts & Crafts, General
1. Fredda McPherson – Handmade/Painted Plate
2. Viviane Mamlok – Counted Cross Stitch on Linen Picture
3. Diane Tolley – refrigerator Magnet Set



Most Popular Arts & Crafts
Patricia Willis – D&SRW Layout Sign

Best Kit-Built Model
David Davis – Point of Rocks Passenger Station

Participation Award
Jim Packer – Seven Entries totaling 785 Points

Chairman's Award
Mikey Mamlok (age 12)

Novice Best of Show
Duane Richardson – Haste Bros. Glue Works

Up the Track

By Jim Howard

If you have sharp eyes and have read the by-line of this column, you will notice that Jim Howard is no longer the LSR Events Coordinator. This is not because of poor performance or anything like that on Jim's part; but, because of his recent election to the directorship of Division 1. So, in order to free Jim up to handle all the important issues in Division 1, I have assumed his former responsibilities as LSR Events Coordinator. Naturally, effective immediately, I request that you send any and all information about upcoming events or activities in your area to me instead of Jim. I prefer to receive such information via e-mail, but I will accept it any way you want to send it. Jim has done an outstanding job as Events Coordinator and I hope I can do as well but I will clearly need all the help I can get from each of you throughout the far reaches of the region. My email address is jaybee@airmail.net and my USPS address is 1723 Shufords Court, Lewisville, TX 75067. Now, here are some upcoming events.

Houston, Texas
Public Run Day
Houston Area Live Steamers
Int. Hwy 290 at Roberts Road, Houston, Texas
Third Saturday of each month - March thru November-10:00 AM to 4:00 PM **Free**–All invited with families and kids
Contact: Peter Bryan at 713-939-8002 or e-mail peterb@pdq.net

Temple, TX
Centra-Mod Annual Model Train Show
Sponsored by the Central Texas Model Railroaders (Centra-Mod)
Temple Convention Center
10 am – 5 pm Saturday, Sep. 20, 2003
11 am – 5 pm Sunday, Sep. 21, 2003
Adults: $5, $1 discount for senior citizens and military with ID, 12 and under free with adult
Contact: Bob Alston, Box 2453, Temple, TX 76503;
254- 857-3906, or drtrainrba@aol.com

Fort Worth, Texas
Lockheed Martin Recreation Assoc. 21st Annual RR Show
Lockheed Martin Recreation Association, 3400 Bryant Irvin Road, Fort Worth, TX. 76109
10:00 am to 5:00 pm, Saturday, Oct. 11, 2003
11:00 am to 5:00 pm, Sunday, Oct. 12, 2003
Admission charge $6.00 per person, children 10 and under free.
Additional information maybe obtained from Robert Bray, 1820 Spruce Lane, Benbrook, TX. 76126 Phone 817-249-4965 (6-10 pm CST) E-MAIL robert.l.bray@lmco.com

San Antonio, Texas
15th Annual Fall Train Show
Sponsored by the Alamo Model Railroad Engineers
Saturday, Oct. 18, 2003 - 9:00 a.m. to 4:00 pm
Sunday, Oct. 19, 2003 - 11:00 am to 4:00 pm
Live Oak Civic Center - 8101 Pat Booker Road
(I-35 & FM 1604, NE side of San Antonio, TX)
Operating Layouts: N, HO, O27, G
Hourly Door Prizes (Must Be Present to Win)
Raffle Contest (Both Days, Need Not Be Present To Win)
23,000 Square Feet of Model Railroad Displays
Vendors will be offering model railroading equipment & accessories in all scales (N to G)
Contact: Alamo Model Railroad Engineers, Texas Transportation Museum, 11731 Wetmore Road, San Antonio, TX 78247 or call Harold Fleischer 210-497-2532

San Angelo, TX
Christmas at the Depot and Railfest
The Railway Historical Museum is planning a great "Christmas at the Depot" and a major "Railfest" both kicking off on December 5th. The Railfest will be for the weekend only, but Christmas at the Depot will run through the New Year. The Depot will be decorated in a Christmas winter motif.

Round Rock, TX
Austin Area Model Railroad Jamboree
Sponsored by the Austin Model RR Association
First United Methodist Church, 1004 N. Mays, Round Rock, TX
Saturday, November 1, 2003
Flea Market/Clinics 8:30 to 2:30
Layout Tours Saturday and Sunday afternoons
Admission: $4 for adults, $1 for kids
Contact: Tom Pearson, 1914 West Creek Loop, Round Rock, TX 78681, 512-388-2918

Fort Worth, TX
Fort Worth Area Train Show
10:00 a.m. to 5:00 p.m. Saturday, Nov. 15, 2003
10:00 a.m. to 4:00 p.m. Sunday, Nov. 15, 2003
Amon Carter Exhibits Building at the Will Rogers Memorial Center, 3401 West Lancaster, Fort Worth, TX. 76107.
Admission charge $6.00 per person, children 10 and under free.
Additional information maybe obtained from Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126, 817-249-4965 (6-10 pm CST) or e-mail to robert.l.bray@lmco.com.

Plano, TX
Dallas Area Train Show
10:00 am to 5:00 pm Saturday, Jan. 17, 2004
10:00 am to 4:00 pm Sunday, Jan. 18, 2004
Plano Center, 2000 E. Spring Creek Parkway, Plano, TX 75074 (Southwest corner of Spring Creek Parkway and Jupiter Road)
Additional information maybe obtained from Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126, 817-249-4965 (6-10 pm CST) or e-mail to robert.l.bray@lmco.com.

Hobby Shop Corner

By Carl Lester, Owner Lester's Boxcar Works

The "NEW" HO, HON3, O, ON30, and N scale models listed below have been released or are due to be released soon. Check your local hobby shop or model train store to get a look at these outstanding models. Model railroading is getting better and better. For you O Gauge modelers I have some "new release" news….Lionel is releasing an O scale SP AC-9 2-8-8-4 (Diecast) locomotive in August, check your local hobby shop for prices.

Also I just received this release notification from Athearn: *"Athearn has announced it's 4-6-6-4 Challenger in its Genesis line." The Challenger will come in 2 versions, analog & DCC. Analog versions will have full Challenger sound plus multiple sound functions. DCC versions will have 5 programming functions. All will negotiate 18" curves.*
All twelve drivers and tender wheels have electrical pick up. Single or double stacks are smoke unit ready & have a plug in feature. Details specific to each road & number. Adjustable cab windows. See through walkways. Directional lighting w/ lighted number boards. Road Names are Union Pacific, D&RGW, and the Clinchfield Railroad. Analog MSRP $529.98 DCC MSRP $599.98.

ATHEARN GENESIS: HO scale
UP SD70M Building America Flag & Wings Units
ATSF F7 B passenger unit "no number" (War Bonnet paint scheme)
NORTHERN PACIFIC F7 A unit Freight scheme
NORTHERN PACIFIC F7 A/B set Freight scheme
BNSF ORANGE HERITAGE PREMIUM SD75M (fully assembled) available now SD70 MAC due out soon check the ATHEARN web site www.athearn.com

ATHEARN: RTR
ATSF CF7 Pinstripe-round cab/War Bonnet-round cab/War Bonnet angle cab
ATSF GP60M AND GP60B RTR UNITS/War Bonnet and Heritage II paint scheme

CON-COR UPDATE:
The release date has been moved back to an August/September time frame
HO C&S #5 Galloping Goose due August/September
HON3 C&S #5 Galloping Goose due August/September

LIFE-LIKE PROTO 2000 (P2K)
GP 60 due in June
ALCO S1 SWITCHER due in July

STEWART:
MKT S-12 Switcher two paint schemes

ATLAS:
NUMEROUS ROAD NAMES
H15-44 & H16-44

ATLAS: N SCALE:
VO-1000 NUMEROUS ROAD NAMES: Available

INTERMOUNTAIN RAILWAY COMPANY:
N SCALE: FT locomotives A/B sets, numerous road names.

MICROTRAINS:
N SCALE: FT locomotives A/B sets, numerous road names.

BACHMANN: SPECTRUM SERIES
HO, ON30
Bachmann's release of the HO/On30 scale Climax locomotives in late 2003 has been pushed back in to early 2004.

BACHMANN ON30:
ON30 SHAY Available
WOOD SIDE DUMP CAR: Soon to be re-released
V-DUMP CAR Soon to be re-released

BROADWAY LIMITED:
Check the BWL web site for the new Release dates for their locomotives. Most of the released dates have been pushed back into 2004. Also check the web site for the scheduled "price increase" scheduled for October 2003.

BWLT NUMEROUS ROAD NAMES
N&W Class A 2-6-6-4 has been released, check your local hobby shop for prices/availability.
Mikado 2-8-2 Heavy
EMD E7A
EMD NW2/SW7

There are too many "new" models to list them all, so a trip to your local "Train Store" or favorite "Hobby Shop" should be on your list of important things to do. Take a friend with you to the Hobby Shop, young or old, the trip could produce a new model railroader with which you can share this great hobby.

So long for now, until next time.

Carl

Lone Star Region Convention 2003

by Jan Kutch

On June 13, 2003, the Caprock Chief Convention left the station at the Holiday Inn Park Plaza, Lubbock, TX. We had a total of 112 registered guests, including 28 spouses and four children. Our Chief Engineer was Ron Kutch. Our Fireman and Registrar was Dave Lamberts. Others at the Throttle were Jan Kutch, Margi O'Neill, Ron Warner, Terry Chancellor, Jack Seay, and Bob Mamlock. Much appreciated helpers from Division 5 were Beverly and Andy Lyle, Mikey Mamlock, A.L. Maples, Jim Matlock, Homer Morrow, Mark Nickel, Matthew O'Neill, and Max Smith. Randel Bittick, Lubbock Model Railroad Association (LMRA) President, coordinated the Barbeque and Club displays.

We were glad to see our Senior staff, including John Lott, Virgil Young, T.H. Holmes, and Ken Calking. Much missed was Larry Redman, whose declining health kept him away for the first time.

John Lott Commemorative Hopper

John Lott has been a long time member and driving force of both LMRA and LSR. The Supreme Feed Mill, next to the BNSF Yard in Slaton, allowed us to use their Top Flight Feeds Registered Brand on HO and N scale Hoppers honoring John. The mill is depicted on his layout. Eunice Linda also sold past years' cars still available.

Dedication to Two Men Named Joe

NMRA and LSR have lost many friends and loved ones this year. LMRA has also lost special members. This Convention was dedicated to two members of our club and LSR. Both were actively looking forward to this year's convention. One was a 50-year member, the other a first timer. Both were named Joe.

Dedication to Joe Thompson

Joe Thompson's obituary was in the Spring edition of the *Marker Lamp* He was known to LMRA as our member from Jayton. He shared a love of photography and the Pennsy with Richard Orr, who has also passed away. Joe was a 50-year member of NMRA. He attended many Regional and National Conventions, always wearing our red vest. Joe could have been counted on to win this year's LSR Photo Contest and his photo's have been popular additions to several publications.

Dedication to Joe Faherty *by Be-Ann Faherty*

Joe Faherty was interested in trains long before he joined the Association. He used to say that the first time he saw a train was when he was about 5-years-old and his little sister was about 3-years-old. His older sister took them across the field to her house and they had to cross a railroad track. About the time they got to the track a train was coming. His little sister was happy to see the train but he was frightened. When he joined the LMRA and started working on a module, this was the story he used for his module. It won a Golden Spike Award. He was also doing research on how to build a John Bull Engine with live steam.

His love of trains is being carried forward because he shared his love of trains with his grandson. The best tribute to Joe was what Dorian (who is six) said, "I want to grow up and be just like Grandpa Joe and have lots of trains."

The way Joe found out about the Clubs was through a good friend - Ron Kutch. They would get together and talk about his association with the LMRA /NMRA and the more Ron talked the more interested Joe became.

Auctions

We had both a silent and a live auction. The Silent Auction included more than 300 items. Joe Thompson's rolling stock was divided into lots of three, and provided a little memento for anyone willing to bid. Jack Seay manned the computer for checking in and out, and the Linda's helped. The live auction followed the Saturday banquet. Auctioneer Dave Lamberts made short work of all most all the items that didn't sell earlier.

Clinics and Clinicians.

Our Featured Clinician was **Thom Radice** of Long Branch, New Jersey. Thom represents the American Civil War sig., which is reforming after the loss of its president. He majored in Civil War History at a University in Tennessee. Thom has completed the design and is starting to build his dream Western & Atlantic in HO with DCC. Researching, building, and modifying rolling stock and locomotives is his creative outlet. His clinic presented a bit of history including the importance of railroads in the conflict. Sources for model equipment and both model and general research were provided. A series of slides of two beautiful layouts inspired us all. You can contact the Civil War enthusiasts on Yahoo.com Yahoo Groups/CWRR. He also recommends the Yahoo Groups/Early Rail, which specializes in modeling pre 1920 with emphasis on the Nineteenth Century.

Ruth Meaders is a decorative painter and fine artist from Austin, who became an enthusiastic backdrop painter after being commissioned to do Rod Reames 25 by 36 foot layout room. She demonstrated using acrylics to paint a backdrop for your railroad. Ruth can be reached at 512-385-3227 or Meaders@ev1.net.

"World War II railroads and equipment" was the topic presented by **Ron Kutch.** Ron's emphasis was on model air planes and tanks currently available. Lesser known HO equipment from heisermodels@earthlink.net was highlighted.

Mike Barrett, President of Black Bear Construction Company and Consultant to Midwest Products, Co., presented three clinics. The first was a new offering, "Cork Roadbed, Using the Latest Products." Midwest has brought new cork roadbed components to the market in recent years. Mike demonstrated using a color wash to tint the roadbed, eliminating the need for heavy ballast. He also presented seven rules for laying the cork, and demonstrated how to build classic track patterns.

In a departure from the usual convention schedule, Mike presented his two bridge and trestle clinics on Saturday afternoon. These were well attended. His Trestle Buddy is still in use. The HO & O scale jigs are now being

Continued on page 21

Casey's Commentary

by Kenneth E. Caulking

The old Buffalo Bayou Model Railroad Club of Houston (approximately eight to ten members) was my first model railroad contact when Angie and I moved to Houston in February 1952. I had transferred with the Missouri Pacific Railroad from Chief Clerk in the Galveston district freight and passenger to the much larger (hence more $$) as Chief Clerk in the Houston district freight office. I had met Bill Gay at the LSR convention in Ft. Worth in September 1951. Bill also worked for MoPac and invited me to the Buffalo Bayou meeting the first week I was in Houston, and I've been active in the hobby here ever since.

The Buffalo Bayou Club sponsored the LSR convention in Houston in April 1953 and it was a rousing success. At that time there was some discussion of making the LSR more active on a local basis by establishing chapters, divisions, sections, or some such. In an attempt to "get involved", members of the Buffalo Bayou Model Railroad Club voted to change our name to San Jacinto Chapter (of the LSR). However, the LSR didn't pursue the plan for several years, and since we had no official status within the LSC, we changed our name to San Jacinto Model Railroad Club. Eventually, the LSR did establish geographic chapters, but named them "divisions", a more railroad sounding name. Houston and the surrounding area became Division 8 as we know it today.

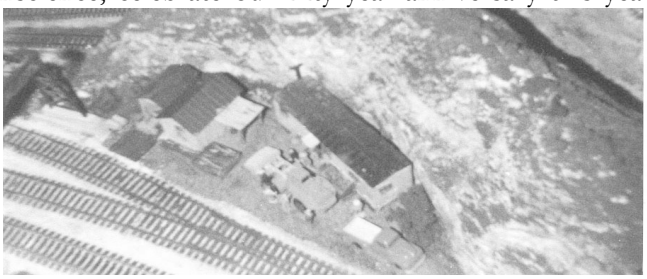
During the 50s and 60s we were active with regular monthly meetings in various members homes, with clinics, movies, and watching several of the home layouts run. This was long before the emphasis on realistic group operation and visitor participation.

The LSR had conventions in Ft. Worth, Waco, Houston, Dallas, and again in Waco. Having by this time, convened in most of the major centers, member interest was low and we had no convention in 1956. Our old timer John "Pop" Loeffler jumped in to lead Houston to host the NMRA national convention for 1957. He called in many friends and old timers within the region to participate and help out. That convention was jointly sponsored by SanJac and LSR. This activity encouraged more members to become actively interested in the life of LSR, and we have not missed having an annual convention since then.

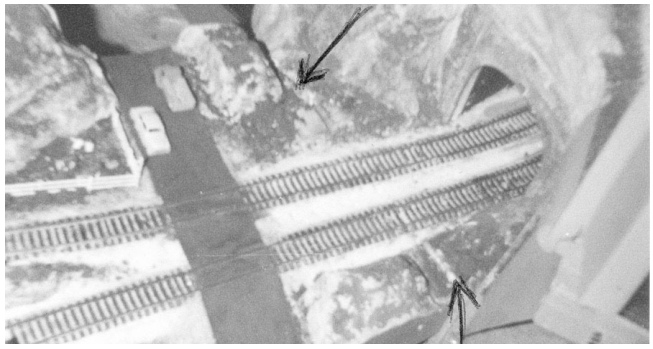
Pop Loffler, as he was known to all the members, was a mechanical engineer and had many old timer friends and contacts within the railroad industry. He often called in some old friend to do special favors. When one would hesitate, he would remind them "We're all getting older and by the time headquarters questions this action you'll be retired. Lets do it!" And they did! This specific instance was back in the days of several passenger trains a day in Houston. On Company paper records there was broken glass on many of their windows. The third floor of SP's old Grand Central Station (long since destroyed and replaced by our central Houston Post Office) housed the former "O" scale railroad of the Houston Model RR Club. This was a huge display railroad and was included on our NMRA tour of railroads. They had plans for protective glass around the layout. "Pop" convinced certain officers to replace the "broken glass" on the passenger trains. Of course, the trains had no broken glass, but the replacement glass "officially" ordered on paper found it's way upstairs for the model railroad club.

"Pop" could work out a solution to most problems and SanJac established the "Pop Loeffler Service Award." We wanted him to enjoy this honor during his lifetime. He made the presentations for several years before his demise. He did much research and made seemingly endless speeches for his presentations. He was honored, and had lots of fun and we enjoyed seeing him happy, although many of us were checking our watches. The honoree receives the large silver bowl for a year and then exchanges it for the smaller bowl, which is his to keep. I am very proud to be the only LSR member to be so honored twice. In 1975 for membership promotion and production, and in 2001 at our 50th Anniversary convention for being one of only five surviving (and continually active) LSR members so honored with the small bowl for each of the five. I'm happy to report that Houston's own Gus Freitag of G&G Model Shop fame was one of our five so honored.

We here in Houston have been using the San Jacinto name since April 1953, and I feel that we can in good conscience, celebrate our fifty year anniversary this year.



Ken sent me a couple of photos of his layout to show us that while he has been convalesing, Angie complained that the scenery was drap and he should get to work and "green it up!"
Above: New earth moving equipment has been delivered to the maintenance of way crew.
Below: Fully sceniced lift bridge. Note the hindges at the arrows.



Continued from page 19
die-cut of acrylic, which has greatly improved their durability. In "Modeling Timber Truss Bridges" Mike discussed the construction process for Midwest Product's Fox River Bridge Kit. He then expanded the concepts for building any timber Howe truss bridge, in any scale or gauge.

The "Trestle Building Clinic" addressed methods of building trestle bents and both pile and frame completed trestles. Prototypes covered include Burlington Northern, Rio Grande Southern, and Alamogordo & Sacramento Mtn. He also showed ways to add a trestle to existing scenery and to new bench work. Mike's web site is www.blackbearcc.com/

Marker Lamp editor, **Chuck Lind,** presented "Clutter– Detailing Your Railroad." Chuck demonstrated how to bring your scene to life by adding appropriate details. Chuck can be reached at cr-lind@tamu.edu.

The basics of weathering were presented by **Duane Richardson** in "If It Ain't Dirty, It Ain't Done" Duane stressed where and what kind of weathering is appropriate to what situation. Duane and his father Paul can be found at www.purgatoryanddevilriver.com/.

This year two soldering clinics provided hands on frustration for attendees. **Paul Richardson** shepherded the advanced group through "Building Working Switch Stands." We then had a beginner clinic lead by **Dave Lamberts and me.** We discovered of seven brand new Radio Shack irons, two of the irons used by the advanced group heated everything except the end of the tip, and one iron did not heat at all. Five beginners completed the extra fare Clinic and took home working irons and Stands.

Tom O'Hara brought his PowerPoint presentation of "Great Lies of Model Railroading" He used a little humor up front and covered many facets of model railroading from control systems to operations. Tom can be reached at tomohara@cox.net.

Margie O'Neill presented her clinic on "Dining on the Railroad" at the Slaton Harvey House. This lively presentation for both rails and non-rails discussed the methods used to feed large groups of people quickly.

Ron Warner presented a stunning slide show if the narrow gauge "Railroads of Peru" between Cuzco and Machu Picchu. This line uses switchbacks to climb through modern Peru and follow the Inca Road into antiquity.

Ron, Margi, Dave, Ron and Jan Kutch can best be contacted at the Lubbock Model Railroad Association web site at Yahoo Groups/LMRA.

Prototype Tours

On Friday afternoon Ron Warner lead a tour to the **Excel Energy Electric Generating Plant.** Of course, the BNSF coal train did not cooperate with our timing, but the company had videoed that morning's train being dumped and then took the group to the rotary dumper and ran it for all to get a close look.

Saturday morning the **BNSF Lubbock West -End Yard** gave everyone a chance to see state of the art railroading. Switching is now being done with remote control engines.

Layout Tours

On the site, we had two layouts up and running. The **LMRA HO Pike** and **AL Fox** N-scale portable layout. I, also, had my Civil War and WWII HO modules on display.

The **Lubbock Society of Model Engineers** is building Lubbock's first true club layout. It is located adjacent to Robert Maston's Wings and Things Hobby Shop. Although new on the scene, it is also Lubbock's largest layout. It is HO Scale and uses DCC for smooth operations.

Bob Batson had his Texas Central open. It is a beautifully sceniced, free lance N-Scale, representing Texas in the 1960's. It has been featured in **N Scale** Magazine. Built for operations, it fills a two-car garage.

Bob and Mikey Mamlock's Minaroma Express wraps around a single car garage. They have an interesting mix of European and US HO scale diesels including a nice Marklin collection.

John Lott's 23 by 23 foot HO Panhandle and Sante Fe was open on Saturday afternoon. It depicts Post Texas in the Steam era. It has been moved to a new building.

Homer Morrow's HO Scale DCC equipped Wichita Valley depicts a branch of the Burlington Northern. Built in a 12 by 20 room, it uses a double deck connected by a helix. Homer is a retired BN employee and his Yard Master, Rip Maples is retired from the Sante Fe. When they tell you the layout operates smoothly, they mean it.

Lubbock's only HOn3 layout is **Dave Lamberts'** Denver and Rio Grande Western. It captures the flavor of the not so profitable times around 1929. The 11 by 13 foot mountainous area is gloriously detailed, depicting five towns, a silver mine, and a yard. Dave operates with DCC.

Non-Rail Activities

Saturday morning was spent at Cactus Alley. This quaint plaza of tiny shops had a bit of something for all attending. The Little Shoppe is our miniature store. It has one of the best 1:24 scale collections in the state. New proprietor, Amy Howard, led the group in constructing laser cut one inch scale bird houses.

Lunch was Dutch Treat at Soho's Grill. Following lunch the afternoon was spent in Slaton. The Newly restored Harvey House was open for touring, led by Tom Pruitt, of Legendary Lubbock Inc. Margi gave her Dining on the railroad clinic and Tom's mother sold cook books. The BNSF even provided a little background noise.

For those not wanting to go to the Live auction after the banquet, BINGO went on long into the night.

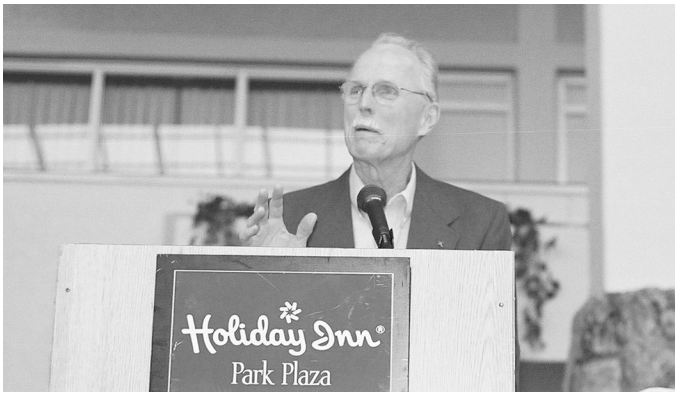
Food and Fun

On Friday Night we adjourned to the National Ranching and Heritage Center on the Texas Tech Campus for an old time Barbeque. Danny's Hens and Fins put out a spread better than any chuck wagon. After the meal we were entertained with cowboy poetry.

The twelve-acre Center is filled with exhibits donated from real ranches in the area. Including early structures of native materials, rock structures and finally a Victorian home, Steam Engine and wood Depot.

The Saturday Evening Banquet, in the beautiful Holiday Inn Atrium, featured an outstanding Peppercorn London Broil. I have never seen LSR give a standing ovation for a chef before. After the meal, Master of Ceremonies, Ron Kutch, lead the drawing of Raffle Tickets and door prizes. President, Jim Packer gave a brief talk

about the proposed changes in NMRA structure and dues structure. I leave him to write more on this topic. Loren Neufeld presented the Contest results, which are also in a separate article.

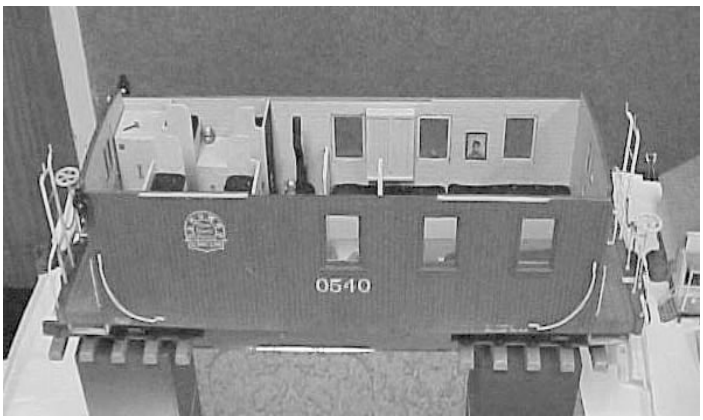


Our after dinner Speaker was **Richard Troxell**, the author of *Barbecuing Around Texas* and *Texas Trains.* Richard spoke on the "History and Future of Trains in Texas." He told of the efforts that finally brought the first rails to Houston. He then gave his vision for a future with passenger service reestablished in the State.

Sunday morning Breakfast, also in the Atrium, was a Buffet of all the things not on anyone's diet. It was followed by the Annual Business Meeting. Loren Neufeld, Chairman of LSR Convention 2004, presented a stunning slide show of the amenities we can expect when we go to the big city of Houston next summer. But, can he top the size and lighting in the contest room he had this year?

Don't just stand there, buy some of these convention cars.

Dave Lamberts 1st Place D&RGW 25' Caboose



I understand, but where are the trains?

Maybe we should pass a time limit for speakers at the board meeting

Photos on this page by Mark Schroeder

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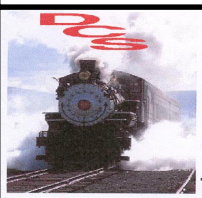

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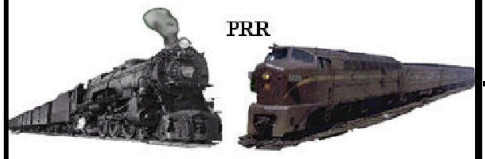

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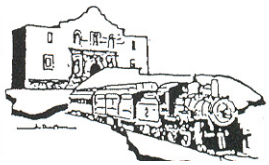

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